

INTRODUCTION

In response to citizens' concerns, the District of Columbia Department Transportation (DDOT) has conducted a study evaluating traffic conditions in the Palisades, Foxhall and Wesley Heights areas of the District. The consulting firm DMJM+HARRIS (Consultant) conducted the study with assistance from DDOT staff. In this report the team of Consultant and DDOT staff is referred to as the "Study Team."

The main goals of the study were to assess existing traffic conditions in the study area and make recommendations to improve mobility, traffic safety, compliance with speeding regulations and pedestrian safety. The study area, shown in Figure 1, consists of the following five corridors and their surrounding residential neighborhoods:

- Canal Road from Key Bridge to the Maryland line
- Foxhall Road from Canal Road to Loughboro Road
- MacArthur Boulevard from Foxhall Road to Loughboro Road
- Loughboro Road from MacArthur Boulevard to Foxhall Road
- Arizona Avenue from Canal Road to Loughboro Road

The study was conducted with assistance from the area residents. The Study Team (Consultant and DDOT representatives) held several meetings with area residents to discuss transportation issues and preliminary improvement options. The area residents provided additional input via e-mail and regular correspondence. The input from the residents was helpful in the identification of key transportation issues and in the assessment of proposed improvements.

The study was conducted between the months of November, 2001 and March, 2002. This report summarizes the assessment of existing conditions, presents an evaluation of proposed improvements and describes the improvements that are recommended for implementation.

The recommendations in this study are intended to address transportation needs of the studied arterials and thereby reduce the amount of cut-through traffic on residential streets. However, if the recommended measures, including several instances of traffic calming, do not reduce cut-through traffic, DDOT will revisit the residential streets and implement additional traffic calming measures where necessary.

EXISTING CONDITIONS

The Study Team conducted an extensive data collection effort to gain an understanding of existing conditions in the study area. In addition to collecting data for the quantitative assessment of existing conditions, the Study Team conducted field evaluations throughout the study area during peak and off-peak hours to further assist in the assessment of existing conditions. This section of the report summarizes the data collected for the study and addresses issues and deficiencies in the transportation infrastructure.

MAJOR ROADWAYS IN THE STUDY AREA

The study area, located in Northwest Washington, DC and shown in Figure 1, is bounded by Loughboro Road in the north; Canal Road and MacArthur Boulevard in the west; and Foxhall Road in the east. Canal, MacArthur and Foxhall converge in the southeast section of the study area. The southeastern boundary is the intersection of Canal Road with the Key Bridge. The primary focus of this study was the evaluation of traffic, safety, transit and pedestrian conditions of the critical corridors shown in Figure 1.

Canal Road

Canal Road is a principal arterial¹ generally running northwest-southeast from its beginning at the intersection of the Clara Barton Parkway and the Chain Bridge to the Key Bridge. The posted speed limit is 35 miles per hour (mph). Canal Road between Chain Bridge and Arizona Avenue is three lanes wide. As shown in Figure 2, between Arizona Avenue and Foxhall Road, it is two lanes wide. East of Foxhall Road, Canal Road widens and is divided by a concrete median. There are two lanes in each direction in the section east of Foxhall Road. An exclusive left turn lane is provided for westbound traffic at the intersection of Canal Road and Foxhall Road.

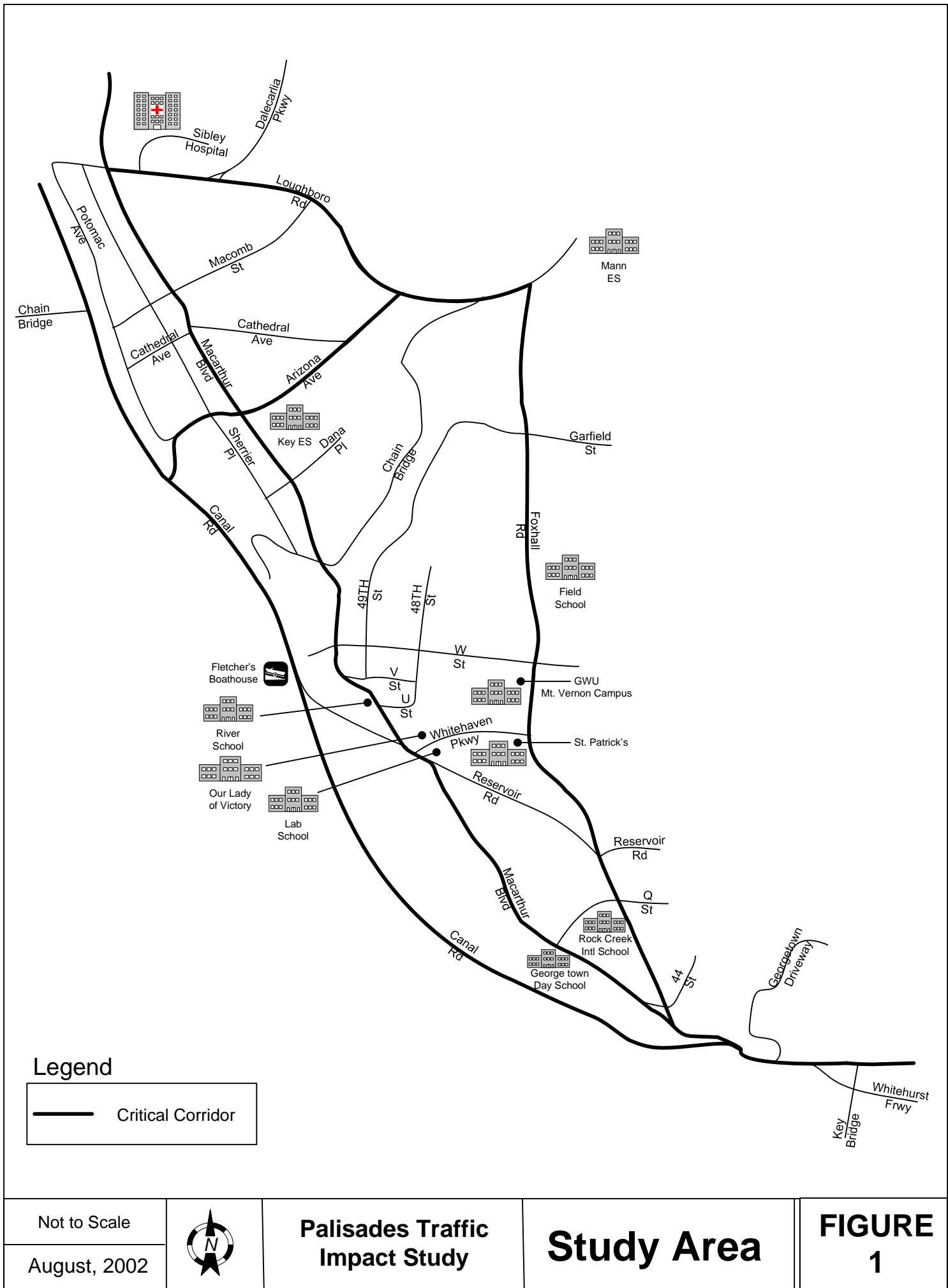
In the section between Arizona Avenue and Foxhall Road, Canal Road runs as one-way inbound between the hours of 6:00 AM - 10:15 AM, and one-way outbound from 2:45 PM - 7:15 PM. There are no shoulders or parking in this section of the road.

Foxhall Road

Foxhall Road is a two-way, two-lane minor arterial running north-south through the study area. There are, however, short sections where the roadway widens to two lanes in each direction. It has a posted speed limit of 25 mph.

Between MacArthur and Reservoir Road, Foxhall Road is predominantly residential, although a small commercial area exists between Q Street and Reservoir Road. The Rock Creek International School is located at the intersection of Foxhall Road and Q

¹ All roadway classifications were taken from the District of Columbia Functional Classification Map, Draft, January 1, 2002.



Street. Foxhall Road is predominantly one lane in each direction in this area, with parking allowed on both sides.

Between Reservoir Road and Whitehaven Parkway, Foxhall Road is two lanes in each direction with no parking. There is a sidewalk on the western side. North of Whitehaven Parkway, it reverts to one lane in each direction. This section of Foxhall Road is narrow and curbed, with no shoulders or sidewalks. No parking is allowed.

There are two major developments under construction along Foxhall Road. The Mt. Vernon Campus of the George Washington University, located on Foxhall Road between Whitehaven Parkway and W Street, is undergoing an expansion. No existing or planned permanent access exists from Foxhall Road, although a temporary construction driveway currently exists. A traffic signal is scheduled to be installed at the intersection of Foxhall Road and Whitehaven Parkway before the end of 2002. North of W Street, the Field School is currently under construction on the east side of Foxhall Road. A traffic signal is planned for installation at the intersection of Foxhall Road and the Field School driveway. Foxhall Road is narrow through this area, with a narrow two to three-foot wide sidewalk on the east side. This narrow sidewalk is displayed in Figure 3.

A wider sidewalk begins on the west side of Foxhall Road north of Garfield Street, as does a larger concentration of residential development. There are numerous residential driveways on Foxhall Road between Garfield Street and Loughboro Road. Many homes have semi-circular driveways with two access points to Foxhall Road. North of Cathedral Avenue, there are sidewalks on each side of Foxhall Road, as well as parking on both sides. Foxhall Road ends at its intersection with Loughboro Road and Nebraska Avenue.

Loughboro Road

Loughboro Road is a two-way east-west road. It is the continuation of Nebraska Avenue between Foxhall Road and MacArthur Boulevard. Aside from Sibley Hospital, located near Dalecarlia Parkway, Loughboro Road is surrounded by residential development. It has a posted speed limit of 25 mph. Between MacArthur Boulevard and Dalecarlia Parkway, Loughboro Road is classified as a minor arterial. From Dalecarlia Parkway to Indian Lane/Chain Bridge Road, it is a collector, and from this point to Foxhall Road, it is a principal arterial.

Between Foxhall Road and Indian Lane/Chain Bridge Road, Loughboro Road is striped as two lanes in each direction. As shown in Figure 4, from Indian Lane/Chain Bridge Road to Arizona Avenue, it is striped as two lanes, but drivers often use it as a four-lane roadway. There are no parking restriction signs, with the exception of a few "No parking emergency snow route" signs, along this stretch of Loughboro Road. There are several bus stops on both sides of the road.

Between Arizona Avenue and the Sibley Hospital driveway, Loughboro is striped as only two lanes, but occasionally drivers use it as a four-lane road. West of the Sibley Hospital